

# The Hong Kong Daily Press.

No. 6242

城二十四百二十六第

HONGKONG, THURSDAY, NOVEMBER 29TH, 1877.

四拜禮

號九十二月壹十英 港香

[PRICE \$2 PER MONTH.]

## SHIPPING.

## NOTICES OF FIRMS.

## TO BE LET.

## AUCTIONS.

## INTIMATIONS.

## INTIMATIONS.

## INTIMATIONS.

## ARRIVALS.

November 28, Douglas, British str., 864, Pitman, Foochow 23rd Nov., Amoy 26th, and Swatow 27th, General—D LAPRAIK & Co.

November 28, ZANZIBAR, British str., 1,460, Gardner Fox, London 2nd Oct., and Singapore 22nd Nov., General—M. C. CHAMPS & Co.

November 28, ADA WEISWALD, American bark, 558, S. Winslow, Swatow 26th Nov., ballast—ORDER.

CLEARANCES.

At the HARBOUR MASTER'S OFFICE,

NOVEMBER 29TH.

St. Idem, French bark, for Keelung.

Rosa Boettcher, German bark, for Manila.

F. H. Druces, German bark, for Manila.

DEPARTURES.

November 28, PERNAMBUCO, British str., for Swatow.

November 28, DANUBE, British steamer, for Bangkok.

November 28, CHINA, Ger. str., for Canton.

November 28, PENG-CHOU-HAI, Chinese gun-

boat, for a cruise.

November 28, AN-LAN, Chinese gunboat, for Holloway.

November 28, NORNA, British steamer, for Swatow.

## PASSENGERS.

## ARRIVED.

Per Douglass, str., from East Coast—  
Mrs. Hay, Miss Noyes, and Mr. Mann, 1 European, deck, and 13 Chinese.

Per St. Idem, for Keelung—  
1 European.

Per F. H. Druces, for Manila—  
3 Europeans.

## REPORTS.

The American bark *Athena* reports left Swatow on 26th November and had thick and rainy weather across the Bay of Good Hope and winds from the E.N.E. to N.W.

The British steamship *Douglas* reports left Foochow 25th November, Amoy on the 26th, and Swatow on the 27th, and had fresh monsoon and cloudy weather throughout the voyage. The American bark *White Duck*, H.M.S. *Majestic*, left Amoy for Formosa on the 26th. In Foochow, steamers Europe and *Tivoli*. In Amoy, steamers *Emeralds*, *Envy*, *Madagascar*, and *Pearl*.

## SAIGON SHIPPING.

October 28, Cassanova, German str., from Singapore.

29, Pernambuco, British str., from Hongkong.

30, Iolo, Bassian ship, from Hongkong.

November 1, Pernambuco, British str., from Hongkong.

1, Hoi-chong, British bark, from Amoy.

2, Mahanah, British str., from Singapore.

3, Avia, French steamer, from Hongkong.

4, Dantico, British steamer, from Singapore.

5, Dantico, French steamer, from Marseilles.

10, Pearl, British steamer, from Hongkong.

12, Bellona, German steamer, from Hongkong.

13, Chor, Phaya, British str., from Singapore.

14, Pacific, French bark, from Hongkong.

15, Ansonia, French steamer, from Hongkong.

16, Ansonia, French steamer, from Hongkong.

17, Agamemnon, German bark, from Hongkong.

22, Djennah, French str., from Marseilles.

October 28, DEPARTURES.

26, Andaly, French steamer, for Hongkong.

30, Rotterdam, Dutch bark for Sourabaya.

31, Kjenskevien, Danish str., for Hongkong.

November 1, W. Stanley, British str., for Hongkong.

3, W. Stanley, British str., for Marseilles.

5, Avia, French steamer, for Hongkong.

6, Pendix, British steamer, for Hongkong.

8, Cassandra, German str., for Hongkong.

9, Mahanah, British steamer, for Hongkong.

9, Hoi-Cheng, British bark, for Bangkok.

11, Pathet, French steamer, for Hongkong.

13, Pernambuco, British str., for Hongkong.

14, Bellona, British steamer, for Singapore.

15, Chor, Phaya, British str., for Hongkong.

17, Bellona, German steamer, for Hongkong.

19, Amazon, French steamer, for Marseilles.

20, Jalo, Bassian ship, for Hongkong.

21, Singapore Shipping.

November 1, DEPARTURES.

18, Djennah, French steamer, from Marseilles.

18, Glendinas, British steamer, from Hongkong.

18, Hindostan, British str., from Hongkong.

18, Phyllis, British str., from Penang.

18, Pendix, British

## NOTICE.

## THE CHRONICLE AND DIRECTORY

For 1878.

(With which has been incorporated "THE CHINA DIRECTORY.")

The PUBLISHER requests that those Firms who have not yet returned the Printed Forms which have been sent to them to fill up, will be kind enough to do so WITHOUT DELAY. Any Persons who have recently arrived, or to whom Printed Forms have not been forwarded, are desired to send their Names and Addresses as early as possible for insertion.

Daily Press Office, November 29th, 1877.

## NOTICE.

I hereby notify that I have placed Mr. R. CHATTERTON WILCOX IN CHARGE OF THE PRINTING AND PUBLISHING BUSINESS carried on at the *Daily Press* Office, London, and it is now agreed that Mr. WILCOX has entered into an Agreement with me as LESSER of that BUSINESS, to commence on the 1st January, 1878.

YORKIE JONES MUREOW.

by his Attorneys

WM. PUSTAU &amp; Co.

Hongkong, 7th November, 1877.

## NOTICE.

A. S. WATSON AND CO., FAMILY AND DISPENSING CHEMISTS.

By Appointment to His Excellency the Governor and His Royal Highness the DUKE OF EDINBURGH, WHOLESALE AND RETAIL DRUGGISTS' PERFORMERS.

PATENT MEDICINE VENDORS, DEVIOTS' SURGEONS, AND

AERATED WATER MAKERS,

SHIPS' MEDICINE CHESTS REFITTED, PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm A. S. WATSON and Co., or HONGKONG DISPENSARY.

158

## NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed to "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

## The Daily Press.

HONGKONG, NOVEMBER 29TH, 1877.

the great proportion of it went to America. At Swatow the revenue for the quarter shows a reduction of 29,000 taels. This is almost entirely owing to the great decline in the export of Sugar, the staple product of the district. The imports, with few exceptions, except those of the corresponding three months of last year, Opium being one of the exceptions. The returns from Canton, as usual, exhibit little variation, the small balance being, however, on the wrong side, and due to the imports being larger than the exports.

With regard to the newly opened ports, with which we will class Hoihow, the returns are certainly not favorable for the period under review. The revenue of Hoihow shows a decline of more than 4,000 taels compared with the same quarter of last year. This is, however, as in the case of Swatow, due chiefly to the great decrease in the export of sugar, the imports not showing any sensible decline when taken in the lump. The prospects of the import-trade at this port are evidently good and improving. As much cannot be said at present for the neighbouring port of Pakhoi, where the imports for the quarter were *nil*, and the trifling exports gave a revenue of only 262 taels. There is certainly plenty of margin for improvement in trade at Pakhoi. The returns for Wenchow for the quarter are also rather disappointing, but they would undoubtedly have been much better but for the action of the officials in levying such enormous taxes on goods. The revenue for the quarter amounted to 1,154 taels. Of all the new Treaty Ports Wuhu, as yet yields the most satisfactory results, but the trade done there so far has not been large. The revenue for the quarter was 10,442 taels, about equal to the fall-off in that of the neighbouring port of Kiukiang. It is to be hoped that the trade done at Wuhu has not been subtracted from that of Kiukiang, for in that case there will be small cause for congratulation in the fact that the trade done at the former was nearly five times that of the first quarter after the opening of the port. The returns for Ichang were not very promising in the first quarter that distant port was opened to trade, consisting as they did chiefly of coal taken in by two or three steamers calling. For the second quarter, however, Ichang cuts a still sorrier figure. The returns are easily summed up. Imports, *nil*; exports, *nil*; re-exports, *nil*. A revenue of 89 taels was derived from a small quantity of Safflower and Rhubarb brought down from the interior and from two transhipments granted. The bright anticipations formed concerning the opening of this port have indeed been falsified. But it is too early to despair yet; perhaps next year some foreign merchants may go up there and develop a fair trade. From its position Ichang should be a centre of trade, and may one day become so.

The Messengers Martine Company's steamer *Tankoo* has gone over to the Kowloon Dock.The E. P. *Rousser* which left Gaffir on the 11th August for this port, was spoken on September 16th in latitude 31° N. longitude 25° W.Yesterday morning the *Hawthorn* of Cambay who slept in shore, went on board the *Peng-chow*, when a salute of three guns was fired. The gunboat soon afterwards left the port.

From Messrs. Thomas Watson and Company's we see that the quantity of tea exported in October last was 3,042,011 lbs., accompanied with 3,510,511 lbs. exported during the october.

The vessel was in charge of the chief officer responding to the call of last year.

The British bark *Hannah* and *Mary* from this port, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *William Penn*, Captain Coggins, which was traded here last year, was bound for New York. The *Leviathan* had been captured by pirates on the 10th October, and immediately sunk. The crew were fortunate saved.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Worship*, Captain Wilson, which was traded here last year, was bound for New York. The *Leviathan* had been captured by pirates on the 10th October, and immediately sunk. The crew were fortunate saved.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.The American bark *Chandos*, Captain Emery, bound to Peking, and into the South Bay on the 22nd October, with damaged bulk-heads, salved overboard, and the captain dead. The vessel was in charge of the chief officer.

## THE MASSACRE AT MANAS BY THE CHINESE TROOPS.

The N.C. Daily News prints a translation of a letter addressed some months ago to the Governor-General of Kansu, Turkestan, to the Commander-in-Chief Tso Tsung-tang, Governor-General of Shensi and Kan-su, & with reference to the atrocious massacre of the population of Manas in November, 1876, as narrated in the *Peking Gazette*, with full approval, on the 23rd January last. General Kim Shin, the writer on this occasion, was promoted some months ago to the post of Governor-General of the Governorate of Ching-kiang. The Governor-General of Ching-kiang, however, appeared to wish to give all possible publicity to the protest raised on the occasion in question, by allowing the letter to appear in the first instance in the *Gazette des Turcs*, from which it has been transferred to the European press.

The following is the letter:

Letter from General Kuan-mun, Governor-General of Kansu, Turkestan, to the Chinese Commander-in-Chief Tso Tsung-tang.

"In view of the atrocities committed by the Chinese troops in the districts which are the scene of the struggle between the Chinese and Dungsas, the Governor-General of Turkestan recently sent the following communication to the Tso Tsung-tang, Commander-in-Chief of the Chinese forces."

"As representative in Turkestan of an Emperor, great, just, and humane, I address myself to you, most honorable Tso Tsung-tang, in your capacity of Commander-in-chief of the army of a great and friendly Power, and I deem it my duty to call your attention to the manner in which the Chinese troops are now carrying on war in the region lying to the west of Khotan, where the population for the main part consists of Dungsas.

"It is known to you, most honorable Tso Tsung-tang, that the detachment under the orders of General Kiu Shun was occupied during two months last autumn in besieging the town of Manas.

"The Chinese forces were repulsed in several assaults, and it was not until the General pro-mised a full amnesty that the inhabitants of the town, with the exception of those who had consented to capitulate.

"The commander of the detachment did not keep to his word as a true friend; and after the Chinese had occupied Manas, more than 1,500 Dungsas, as well as women and children, were massacred.

"Such acts of cruelty and treachery are unworthy of the Commander-in-chief of a great Power, and cannot but impress most unfavourably the people which the Chinese Government is desirous to bring under its authority. Such terrible cruelty can only result in the total depopulation of the country, and must without doubt seriously compromise the interests of China herself."

"I therefore consider it my duty, most honorable Tso Tsung-tang, to call your serious attention to the atrocities indulged in by your subordinates, and to request that you will take measures to prevent their being repeated; for such proceedings, assuredly, are not what the Government had in contemplation."

"It is my hope, most honorable Tso Tsung-tang, that a high official possessing such great authority, and enjoying the full confidence of your Government, will find the means to stay an evil as abominable as this."

Mrs. Charlotte Bonham, a lady of independent means residing near Lewes, has died at the age of 80 years. She leaves great grandchildren, and a sum of £1,000.

It has been the Order of the Indian Empire to be instigated this winter, is to be somewhat similar to the French Legion of Honour. It will not carry knighthood with it, and is to be given only to non-Europeans and Natives. Upon those terms it is hardly likely to be popular with the natives.

COMMERCIAL INTELLIGENCE.

OPUM.

WEDNESDAY, 28th November.

From the list of Opium Parcels, 5000 parcels have reached to 3835, at which figure the drug has been dealt in to-day. In Boxes nothing of importance done. Parcels of New Malwa placed at \$700 without any allowance.

EXPORT CARGO.

Per steamer China, for Yokohama and San Francisco.

For Yokohama—28 bags Sago, 5000 heads Syrup, 1400 bundles Iron, 20 pkgs. Lead, 24 pkgs. Zinc, 87 pkgs. Hoods, 4 pkgs. Horns, 17 pkgs. Leather, 70 pkgs. Oil, 9 pkgs. Ivory, 2 pkgs. Tortoise Shell, 48 pkgs. Merchandise, and 15 flasks Quicksilver. For Higo 10 bags Gunnes, 100 boxes 20 lbs. Soap, 100 boxes 25 lbs. Tea, 20 bags. Oysters, 50 bags China-moss, 88 bags Gambier, 1000 bags Hemp, 3021 pkgs. Merchandise, 283 pkgs. Tea, 60 pkgs. Nutmeg, 21 bags. Silk, 4 bags Raw Silk, 60 boxes Opium. For Victoria, B.C., 12 packages Merchandise and 21 pkgs. Opium. For Australia, 8 cases Silk. For Lombok 12 pkgs. Hides, 1 pkgs. Tea, 38 boxes 14 lbs. Soap. For Lombok 200 boxes Rice, 228 pkgs. Merchandise, 8 pkgs. Silk, 50 bags. Tea, 12 pkgs. Opium. For Calcutta 9 pkgs. Merchandise, 11 pkgs. Tea, 32 pkgs. Opium, and 10 pkgs. Siles. For New York 5 boxes Raw Silk and 45 pkgs. Fans, and 30 pkgs. Tea. For Milwaukee 24 pkgs. China Ware. For Boston 4 pkgs. China Ware.

EXCHANGE.

On London—Bank Bills, on demand, 9/10.

Bank Bills, at 30 days sight, 3/10.

Bank Bills, at 6 months' sight, 3/11.

Documentary Bills, at 6 months' sight, 3/11.

On Boston—Bank sight, 2/23.

On Calcutta—Bank sight, 3/33.

On Shanghai—Bank sight, 7/23.

Private, 30 days' sight, 7/33.

SHAKES.

Hongkong and Shanghai Bank Shares—57 per cent. premium.

Union Insurance Society of Canton—\$1,100 per share.

China Traders' Insurance Company's Shares—\$2,800 per share.

Yangtze Insurance Association—Tls. 630 per share.

China Maritime Company—\$237 per share.

Hongkong Fire Insurance Company's Shares—\$265 per share.

China Fire Insurance Company's Shares—\$175 per share.

Hongkong and Whampoa Dock Company's Shares—10 per cent. discount.

Hongkong Canton and Macao Steamboat Co.'s Shares—21 per cent. discount.

Hongkong Gas Company's Shares—375 per share.

Hongkong Hotel Company's Shares—\$30 per share.

Chinese Imperial Loan—£104. £s. 4s. 1d.

SALES ON NOVEMBER 29TH, AS REPORTED BY CHINESE.

Dried Lily Flowers—5 bags, at \$9.70, by Chun-chong to travelling trader.

Stockfish—30 bundles, at \$5.20, by Chun-chong to travelling trader.

Vermicelli—50 bags, at \$8.00, by Chun-chong to travelling trader.

White Saffa—120 bags, at \$4.90, by Tali-foung-shan to travelling trader.

Black Sesame—70 bags, at \$4.85, by Kwong-hang-tai to travelling trader.

White Pepper—20 bags, at \$1.20, by Kwai-nan.

Fusilli—10 bags, at \$4.00, by Kwong-fook to travelling trader.

Red Dates—250 bags, at £3.35.0, by Hing-tchan-shan to travelling trader.

White Saffa—120 bags, at \$4.90, by Tali-foung-shan to travelling trader.

A BROKERAGE OF THIRTY-THREE AND ONE-HALF PER CENT. WILL BE ALLOWED ON ALL LOCAL RISKS.

PIPE RISKS.

Policies granted on First-class Buildings to an extent of \$20,000.

The Current Local Rates will be allowed on all premium charged for Insurance; such discount being deducted at the time of the issue of Policy.

RUSSELL & CO.

Agents.

Hongkong, 1st January, 1874.

## HONGKONG TEMPERATURE.

(FROM MESSRS. PALMERS & CO., LTD.)

November 28th.

Beneath—3 A.M.

Temperature—1 P.M.

Thermometer—3 P.M.

Thermometer—5 P.M. (Wet bulb).

Thermometer—4 P.M. (Wet bulb).

Thermometer—Maximum.

Thermometer—Minimum (over night).

CHINA COAST METEOROLOGICAL REGISTER.

YESTERDAY'S TELEGRAM.

November 28th.

HONG KONG AM. SH.

BAROMETER.

TERMOMETER.

SC. &c.

Barometer—10.70.

Thermometer—87.00.

Wind—N.W.

Direction of Wind—N.W.

By Thermometer—87.00.

Wind Thermometer—86.80.

Water—0.00.

Depth of Rain—0.00.

Quantity of Rain—0.00.

BAROMETERS, level of sea in inches, tenths and hundredths.

Barometers registered every two points, N.E. N.W. N.E. N.W.

Force of Wind—0 calm to 8 light breeze.

Indicates to 7 fathoms, 7 fms strong, 8 to 10 very strong.

Depth of water—0 fms to 24, and the quantity of water taken indicated in inches, tenths and hundredths.

TRANSAUTLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed Agents for the above Company, do hereby agree to accept Risks against Fire on Current Rates, subject to a Limit of 20 per cent.

SIEMSEN & CO., Agents.

Hongkong, 16th November, 1874.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of \$50,000 on any one

FIRST-CLASS RISK.

TAILORING DEPARTMENT.

This Department having undergone extensive alterations is now upon the Ground Floor of our Building.

A RETURN OF TWENTY PER CENT. (20%)

will be made on the premium charged on all

Insurances, such Premium being payable on the issue of the Policy.

GIBBS, LIVINGSTON & CO., Agents.

Imperial Fire Insurance Company.

Hongkong, 1st March, 1874.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of \$50,000 on any one

FIRE INSURANCE COMPANY.

Hongkong, 27th March, 1874.

MANCHESTER FIRE INSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of \$50,000 on any one

FIRE INSURANCE COMPANY.

Hongkong, 1st October, 1874.

HOLIDAY, WISE & CO.

Agents.

Hongkong, 16th November, 1874.

IMPERIAL FIRE INSURANCE COMPANY.

Hongkong, 27th November, 1874.

NOT RESPONSIBLE FOR DEBTS.

THE TOUE'S T'S & GUIDE.

Hongkong, 27th November, 1874.

CAPITAL TABLE 400,000; EQUAL TO \$55,555.55.

DIRECTORS.

ESTABLISHED 1809.

CAPITAL \$22,000,000.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of \$50,000 on any one

FIRE INSURANCE COMPANY.

Hongkong, 7th July, 1874.

THE ON-TAI INSURANCE COMPANY (LIMITED).

Hongkong, 11th May, 1874.

CAPITAL TABLE 400,000; EQUAL TO \$55,555.55.

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY.

WITH THE PUNTI AND MANDARIN EPIFONCIATION.

An Anglo-Chinese Dictionary, published at the Daily Press Office, Hongkong.

HONG KONG.

AND AT SHANGHAI.

FOR SALE.

COTTAGE PIANOS.

Apply to SIEMSEN & CO.

Hongkong, 31st May, 1874.

J. AND R. TENNENT'S ALE AND PORTER.

DAVID CORSAIR & SONS.</

